

When we turn to the exports the return is less satisfactory. Both tea and silk show a heavy decline. As regards silk the cause for the decline may, we hope, be looked up on as temporary. The yield was below the average, the rise in the value of silver had tendency to check sales, and the demand in Europe and America was less brisk than usual. In the case of tea, unfortunately there is less likelihood of a recovery. No thing can save the trade but the abolition of the export duty and lekin, and this is a sacrifice the Government do not seem disposed to make. The consequence is the while the world's consumption of tea is steadily increasing the export of the article from China is steadily falling off. The

The difficulty of arriving at Mr. KESWICK's real opinion is further enhanced by his votes and remarks at the meetings of the Finance Committee and the Legislative Council on the 19th March last and the 26th idem. When a question regarding the increase of the salaries of the masters of Victoria College came before the Finance Committee—after Mr. WHITEHEAD had given notice of motion in Council to stop the whole of the increases—Mr. KESWICK voted in favour of the increase. When the vote came before the Council he voted against it, and in reply to the Governor gave the following explanation:—"On the last occasion I voted for the increase, but as the matter is brought forward to-day, and in

Under the new Postal Convention, between England and France, it is provided that the French mail steamers are still to enjoy an exceptional status, though it is no longer termed the status of a man-of-war. British mail steamers are to enjoy the same status in the ports of France, so that to this extent there is complete reciprocity, by whereas the French mail steamers have to call at many English ports the only French port at which the P. & O. Company's steamers call is Marseilles. The privilege, such as it is, is therefore more valuable to the one side than to the other. But, truth to tell, it seems to possess very little value whatever in times of peace. The right of search for fugitive criminals or debtors is clearly recognised. This was the point which caused the friction under the old Convention, the commanders of the French mail steamers on several occasions having obstructed or disallowed such search. It is provided in the new Convention that the local authorities may claim the expulsion from on board of persons wanted in pursuance of a regular warrant for any crimes or offences who may have taken refuge or embarked in mail boats; and, in case of necessity, searches may be carried out on board such vessels by the competent authorities. The only formality to be observed is that notice is to be given to the Consul of the hour at which the search is to be made. It is further provided that the search shall not delay the departure of the vessel for more than an hour after the time of departure fixed in the timetables of the Company (which are to be duly communicated by the respective Companies to each port of call), a provision to which no exception can be taken, for every one must recognise the importance of not unnecessarily delaying the mails. In order to secure the enjoyment of the privileges conferred by this article the respective Companies are to give bonds to satisfy the legal consequences of any liability incurred either by the captains of their packets or by the companies themselves.

One of the objections taken to the giving of a man-of-war status to foreign mail steamers

WHO ARE SO HARDLY ABLE TO MAINTAIN THE TEENING POPULATION, WHICH IS ONLY KEPT WITHIN LIMITS BY IGNORANCE ALIKE OF MEDICAL SCIENCE AND SANITARY LAWS, IT IS TO BE REGRETTED THAT SOME SUSTAINED ACTION ON THE PART OF THE CHINESE GOVERNMENT IS NOT TAKEN TO ASSIST IN PROVIDING MEANS OF RELIEF TO THOSE PROVINCES SUFFERING FROM A CONGESTION OF POPULATION. SOMETHING MATERIAL MIGHT BE DONE, IN THE FIRST PLACE, BY AIDING THE OVER-POPULATED DISTRICTS TO TRANSPLANT THEIR SURPLUS HANDS TO SUCH PARTS AS YUNNAN AND KWETCHOW IN THE SOUTH AND MANCHURIA AND PORTIONS OF MONGOLIA TO THE NORTH. A CONSIDERABLE EMIGRATION GOES ON FROM SHANTUNG TO THE PROVINCE OF MANCHURIA, BUT THERE IS STILL ROOM IN BOTH SHINKING AND KIRIN FOR SEVERAL MILLIONS OF INDUSTRIOUS AGRICULTURISTS, WHO WOULD THERE FIND A RICH SOIL CAPABLE OF YIELDING HEAVY AND VALUABLE CROPS OF ALL KINDS OF USEFUL PRODUCTS, WHILE THE CASES CONSTITUTING KASHGARIA WOULD FURNISH THE MEANS OF SUPPORT TO A LARGE CHINESE POPULATION, BESIDES SERVING THE PURPOSE OF FORMING A GARRISON, THUS GUARDING AGAINST FRESH REBELLIONS IN THAT COUNTRY OR AGGRESSION FROM RUSSIA. MANCHURIA ONLY NEEDS RAILWAYS AND A POPULATION TO RENDER IT ONE OF THE MOST VALUABLE AS IT IS ONE OF THE HEALTHIER PROVINCES IN THE EMPIRE, AND THE PEKING GOVERNMENT CANNOT DO BETTER THAN TO PUSH FORWARD THE CONSTRUCTION OF THE PROJECTED RAILWAY TO SHEN-HAI-KWANG AND THENCE TO MOUKDEN, MAKING ALSO ANOTHER LINE FROM MOUKDEN TO NEWCHANG. THIS WOULD OPEN UP MANCHURIA FOR SETTLEMENT, AND IF SPECIAL INCENTIVES WERE OFFERED TO SETTLERS FROM THE NEIGHBOURING PROVINCES THE COUNTRY WOULD SOON BE UNDER CULTIVATION AND BECOME A PROSPEROUS AND WEALTHY PORTION OF THE EMPIRE INSTEAD OF, AS AT PRESENT, A POOR AND NEGLECTED OUTLYING DEPENDENCY.

— ANOTHER PLAN, NOT SO MUCH FOR RELIEVING THE POVERTY OF THE PEOPLE AS FOR AVERTING A COMING LESS AND ITS ATTENDANT MISERY, WOULD BE THE PROPER ENCOURAGEMENT OF THE TEA TRADE. IN ORDER TO PREVENT THIS VALUABLE INDUSTRY BECOMING ALMOST ENTIRELY OWING TO THE COMPETITION OF CEYLON AND INDIAN TEA, IT IS ABSOLUTELY NECESSARY THAT THE CHINESE LEAF SHOULD BE FREED FROM EXPORT DUTY. THE

The proposal appears so ridiculously un-
sound as to be scarcely worthy of serious dis-
cussion. If, however, any scheme of the
kind were ever to be brought into actual
operation it is clear that Hongkong and Sin-
gapore would have to be excluded from
and trusted as foreign countries. A tax of
2 per cent. on foreign goods would scarcely
be felt in Ceylon, we are told, because
of a local import trade of 60 millions of
ruppes the value of imports from foreign
countries does not amount to more than
10 million ruppes. A tax of 2 per cent. on the
total would represent 100,000 ruppes, which would
have to be paid by Ceylon for the privilege of
buying in the cheapest market. If the home
Government would be satisfied with such
100,000 ruppes in place of the larger military
contribution the Colony would be a considerable
financial gainer, but the probability that the
home Government would be so satisfied is a
highly extremely remote one. Even if they were
not, however, it would not pay Hongkong to
accept a similar arrangement. Ceylon's im-
ports are destined for local consumption,
while Hongkong's are destined for foreign
distribution. It is to our interest to encour-
age by all means in our power imports of all
kinds and of description whatever their origin.
To impose a differential tax on imports of
non-British origin would simply be to drive
the goods past our harbour and lose the pro-
fit. It might have made on the handling of

The inactivity of the Dutch has proved anything but mastery, while their treatment of the Achinese has not been marked by sagacity. There seems from their earliest intercourse to have been an animosity to the Dutch which the Achinese have not displayed to other foreigners. At the latter end of the sixteenth century when the Achese monarchy was in the zenith of its prosperity, the Sultan arrogating to himself the title of King of Sumatra, the port of Achese had a flourishing trade in which vessels from all parts of Asia were allowed to participate in perfect security. In 1602 Achese was visited by some English ships under Capt. LANCASTER, when he was well received by the Sultan; who entered into correspondence with King JAMES. The Dutch had already appeared on the scene, and seem to have entered into an alliance with the Achinese, by whose aid in 1640 they expelled the Portuguese from Malacca. But this success did not content the Dutch, uncommenced encroachments in Achese, from which that date began to decline, owing to the curtailment of the Sultan's dominion and intermeddling quarrels which produced anarchy in the country. Since that period piracy and smuggling have always been more or less rampant in Achese, and petty chiefs have intrigued to maintain disorder in the state. Nevertheless there is good reason to believe that if more tact had been displayed and more liberality exercised by the Dutch, order might have been restored and the country tranquillised. The Achinese have always shown the friendliest disposition to the English and a strong disposition to trust in their good faith, but rightly or wrongly they seem to distrust the Dutch and latterly to despise their military tactics. This is much to be regretted, for whatever mistakes the Dutch Authorities may have made in the past in failing to observe the strict letter of their agreements, we cannot doubt they are genuinely trying now to conciliate the natives and govern the country fairly. But they must recognise the different spirit that animates the fierce and indomitable Achinese to that which governs the tamer Javanese, and not expect the former to submit to be ruled with the same unbending laws. If they are to exercise real sway over Achese it will have to be with the goodwill of the natives or after they have been wiped out. They must

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FANCY COLOURED AND STRIPED
MERINO HALF-HOSE.
NATURAL WOOL HALF-HOSE.
PLAIN AND FANCY CASHMERE HALF-
HOSE.
BALBRIGGAN HALF-HOSE.
MARINE BLUE, SLATE, DRAB, COT-
TON HALF-HOSE.
VERTICAL STRIPES.

HONGKONG TRADING COMPANY, LTD.

14 GOLD MEDALS SILVER MEDALS

By Appointment.

K U H N & CO.

HONGKONG, YOKOHAMA.

THE ORIENTAL FINE ART DEPOT.

Known as the Oldest and most reliable Estab-
lishment in the East.

Hongkong, 9th February, 1891. 1889

A. S. WATSON & COMPANY

LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS.

OUR NEW FACTORY has been recently refitted

with automatic Steam Machinery of the

latest and most approved kind, and we

are enabled to compete in quality with

the best English makers.

The purest ingredients only are used, and

the utmost care and cleanliness are exercised in

the manufacture throughout.

LARGE BOTTLES OF SODA WATER

We continue to supply large bottles of

SODA WATER, free of bottle charges, to our

customers who prefer to have them

delivered to their homes.

C.O.S. & P. BOTTLES, 1000 each.

wholesale prices, are despatched by first

steamer leaving after receipt of order.

For COAST PORTS, Waters are packed

and delivered by ship to Hongkong prices

and the full amount allowed for Freight and

Empire when received in good order.

Counterfeit Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is

DISPENSARY, HONGKONG.

All signed messages addressed thus

will receive prompt attention.

The following is a list of Waters always

kept ready in Stock:

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

LITHIA WATER

SARSAPARILLA WATER

Tonic WATER

GINGER ALE

On Credit given for Bottles that have been

used, or that appear to have been used

for any other purpose than that of containing

Aerated Water, as such bottles are never used

again by us.

A. S. WATSON & CO., LIMITED.

Hongkong, China, and Manila.

12-15

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

should be addressed to "The Editor."

Correspondents are requested to forward their names

and address with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

Orders for copies of the Daily Press should

be sent before 11 a.m. on the day of publication.

After that hour the press is limited.

Telegraphic Address Press. Telephone No. 12.

BIRTHS.

On the 24th inst., at Paterson, Monmouth, the

wife of J. E. Paterson, M.D., Chinese Emperor

Customs, of a daughter, Miss E. Paterson, 1168

Avenue Road, S. 1891, on the 19th April, the

wife of J. E. Paterson, M.D., Chinese Emperor

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REUTERS' TELEGRAMS

[SUPPLIED TO THE "DAILY PRESS"]

LONDON, 26th April.

THE CIVIL WAR IN CHINA

A torpedo destroyed the Chinese ironclad

ironclad *Blanco Encalada*, 200 of these on board

perished.

DEATH OF COUNT MOLKE

Count Molke is dead.

The following sketch of the career of this

distinguished and veteran soldier is taken

from "Men of the Times"—Molke, born at

Cottbus, Prussia, in 1815, was a member of

the Emperor's Guard, and was promoted to

the rank of Major-General in 1848. He was

promoted to the rank of Lieutenant-General

in 1850, and to the rank of General in 1855.

He was a member of the Prussian

Army, and was promoted to the rank of

General in 1855. He was a member of the

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THE SHANGHAI SPRING MEETING

RACES.

THIRD DAY, WEDNESDAY, 26th APRIL.

Appended are the results of the third day's

events. It should be noted that there is again

to the front and has now an unbroken record

for three successive meetings, an event unparalleled

in racing annals in China.

THE GREAT NORTHERN PLATE, value, £100;

for points that have run at this meeting;

the winner of the first race, the second prize

winner of the second race, the third prize

winner of the third race, the fourth prize

winner of the fourth race, the fifth prize

winner of the fifth race, the sixth prize

winner of the sixth race, the seventh prize

winner of the seventh race, the eighth prize

winner of the eighth race, the ninth prize

winner of the ninth race, the tenth prize

winner of the tenth race, the eleventh prize

winner of the eleventh race, the twelfth prize

winner of the twelfth race, the thirteenth prize

winner of the thirteenth race, the fourteenth prize

winner of the fourteenth race, the fifteenth prize

winner of the fifteenth race, the sixteenth prize

winner of the sixteenth race, the seventeenth prize

winner of the seventeenth race, the eighteenth prize

winner of the eighteenth race, the nineteenth prize

winner of the nineteenth race, the twentieth prize

winner of the twentieth race, the twenty-first prize

winner of the twenty-first race, the twenty-second prize

winner of the twenty-second race, the twenty-third prize

winner of the twenty-third race, the twenty-fourth prize

winner of the twenty-fourth race, the twenty-fifth prize

winner of the twenty-fifth race, the twenty-sixth prize

winner of the twenty-sixth race, the twenty-seventh prize

winner of the twenty-seventh race, the twenty-eighth prize

winner of the twenty-eighth race, the twenty-ninth prize

winner of the twenty-ninth race, the thirtieth prize

winner of the thirtieth race, the thirty-first prize

winner of the thirty-first race, the thirty-second prize

winner of the thirty-second race, the thirty-third prize

winner of the thirty-third race, the thirty-fourth prize

winner of the thirty-fourth race, the thirty-fifth prize

winner of the thirty-fifth race, the thirty-sixth prize

winner of the thirty-sixth race, the thirty-seventh prize

winner of the thirty-seventh race, the thirty-eighth prize

winner of the thirty-eighth race, the thirty-ninth prize

winner of the thirty-ninth race, the fortieth prize

winner of the fortieth race, the forty-first prize

winner of the forty-first race, the forty-second prize

winner of the forty-second race, the forty-third prize

winner of the forty-third race, the forty-fourth prize

winner of the forty-fourth race, the forty-fifth prize

winner of the forty-fifth race, the forty-sixth prize

winner of the forty-sixth race, the forty-seventh prize

winner of the forty-seventh race, the forty-eighth prize

winner of the forty-eighth race, the forty-ninth prize

winner of the forty-ninth race, the fiftieth prize

winner of the fiftieth race, the fifty-first prize

winner of the fifty-first race, the fifty-second prize

winner of the fifty-second race, the fifty-third prize

winner of the fifty-third race, the fifty-fourth prize

winner of the fifty-fourth race, the fifty-fifth prize

winner of the fifty-fifth race, the fifty-sixth prize

winner of the fifty-sixth race, the fifty-seventh prize

winner of the fifty-seventh race, the fifty-eighth prize

winner of the fifty-eighth race, the fifty-ninth prize

winner of the fifty-ninth race, the sixtieth prize

winner of the sixtieth race, the sixty-first prize

winner of the sixty-first race, the sixty-second prize

winner of the sixty-second race, the sixty-third prize

winner of the sixty-third race, the sixty-fourth prize

winner of the sixty-fourth race, the sixty-fifth prize

winner of the sixty-fifth race, the sixty-sixth prize

winner of the sixty-sixth race, the sixty-seventh prize

winner of the sixty-seventh race, the sixty-eighth prize

winner of the sixty-eighth race, the sixty-ninth prize

winner of the sixty-ninth race, the seventieth prize

winner of the seventieth race, the seventy-first prize

winner of the seventy-first race, the seventy-second prize

winner of the seventy-second race, the seventy-third prize

winner of the seventy-third race, the seventy-fourth prize

winner of the seventy-fourth race, the seventy-fifth prize

winner of the seventy-fifth race, the seventy-sixth prize

winner of the seventy-sixth race, the seventy-seventh prize

winner of the seventy-seventh race, the seventy-eighth prize

winner of the seventy-eighth race, the seventy-ninth prize

winner of the seventy-ninth race, the eightieth prize

winner of the eightieth race, the eighty-first prize

winner of the eighty-first race, the eighty-second prize

winner of the eighty-second race, the eighty-third prize

winner of the eighty-third race, the eighty-fourth prize

winner of the eighty-fourth race, the eighty-fifth prize

winner of the eighty-fifth race, the eighty-sixth prize

winner of the eighty-sixth race, the eighty-seventh prize

winner of the eighty-seventh race, the eighty-eighth prize

winner of the eighty-eighth race, the eighty-ninth prize

winner of the eighty-ninth race, the ninetieth prize

winner of the ninetieth race, the ninety-first prize

winner of the ninety-first race, the ninety-second prize

winner of the ninety-second race, the ninety-third prize

winner of the ninety-third race, the ninety-fourth prize

winner of the ninety-fourth race, the ninety-fifth prize

winner of the ninety-fifth race, the ninety-sixth prize

